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were looked on by such of the British people as knew any thing about them, with no more regard than the anatomical student bestows on the unknown carcass before him. Where they lie now no one knows, or cares. And thus ends the story of one who was endowed with abilities that might have made an impression on the world, and have left a memorable trace behind him ; an actor in scenes of commanding interest ; a sagacious observer of what was going on around him ; a speculator in no common spirit on the times in which his lot was cast ; a patriot, in a certain, though a narrow sense ; but, withal, infirm of the only high purpose which consecrates man's career on earth, and poor in the aspirations which alone dignify humanity, — the aspiration for a reward which the world neither gives nor takes away, the mingling of the highest of human qualities, the love of virtue and of truth, with a meek and humble sense of the powers with which God has endowed us, and the love of freedom with a decent reverence for authority and example, which constitute the perfection of human character, that of the conservative and Christian patriot.

ART. II. — 1. *Speech delivered in the Senate of the United States, Jan. 24, 1839, on the Bill to Abolish the Duty on Salt.* By JOHN DAVIS. National Intelligencer of March 25, 1839.

2. *Reports of the Majority and Minority of the Select Committee on the Origin and Character of Fishing Bounties and Allowances.* Read in the Senate of the United States, April 10, 1840. Washington : Blair & Rives, Printers. 1840. pp. 80.

THERE is no error, we think, in stating that no work devoted to the rise and progress of the American Fisheries exists. It will not be wide of the truth to add, that few works would be more useful to the young, and to our countrymen generally. The idea is prevalent, that fishing is a low occupation ; but it is as false as it is common. Equally prevalent and false is the supposition, that these fisheries have

no history but such as relates to the quantity and quality of the food which they annually produce. He who shall correct these errors, and give to this branch of American industry the place which belongs to it in our annals, will perform a valuable service. The subject is worthy of the pen of the grave historian; the poet might indite many a song, and the novelist weave many a story, from the numerous strange events and thrilling scenes which belong to it. To describe these events, however, forms no part of our present purpose; and our doubting readers must be content to take the truth of the remark, as to their high and interesting character, upon trust, until another time.

Having given, on a former occasion,* some account of the Whale-Fishery, we design now to devote a few pages to some of the other Sea-Fisheries, and to the manner of catching and curing the various kinds of dried, smoked, and pickled fish, that are found for sale in our markets. These fish are not taken in great abundance within the limits or jurisdiction of the Union; inasmuch as the best fishing-grounds, whether for cod, pollock, herring, or mackerel, are far north or east of the United States. Those most frequented are the inlets and shores of the Bay of Fundy, the Bay of Chaleurs, the Gulf of St. Lawrence, the Straits of Bellisle, the coast of Labrador, and the Banks of Newfoundland. Fishing at Newfoundland is, probably, the most hazardous. The business is usually commenced in April, and closed in October. It is done while the vessel is at anchor in the open sea, at a great distance from land, and woe too often betides those who engage in it with old, unsound, or ill-furnished vessels.

A vessel intended for service in the Labrador fishery leaves home about the middle of May. Arriving on the coast after a passage of two or three weeks, she enters some snug harbour, and is there moored. There she remains quietly at anchor, until a full "fare" has been obtained, or until the departure of the fish requires the master to seek another inlet. The coast of Labrador is frequented for fishing for a distance of ten or twelve degrees of latitude. It has been preferred to any other, for a long time, on account of its se-

* *N. A. Review*, Vol. XXXVIII, p. 84.

curity, and a general certainty of obtaining a supply of fish. The fishing is done entirely in boats, and the number usually employed is one for about thirty tons of the vessel's register. Here, under the management of an experienced and skilful master, every thing may be rendered systematic and regular. As soon as the vessel has been secured by the necessary anchors, her sails and light rigging stowed away, her decks cleared, her boats fitted, and a day or two spent in fowling and sailing, under color of exploring the surrounding waters and fixing upon proper stations for the boats, the master announces to his crew that they must try their luck with the hook. Each boat has now assigned to it a skipper or master, and one man. At the time designated, the master departs with his boats, to test the qualities of his men, and to mark out for them a course for their future procedure.

The love of power, so common to our race, is exemplified even here, since the *skippers* of these boats, though commanding each but a single man, often assume airs and exercise authority which are, at once, ridiculous and tyrannical ; while their ingenuity in explaining the causes of a bad day's work, really occasioned by idleness, or by time spent in shooting sea-birds, frequently puts the patience and the risibility of the master to a severe trial. If fish are plenty, and not too distant from the vessel, the boats are expected, in good weather, to catch two loads in a day. Their return, if laden, is the signal for the *dressing-crew*, who were left on board, to begin a series of operations which, when completed, leave the fish in the form in which the consumer buys them. From the *dressing-table*, the fish are thrown down the hatch-way to the salter, who commences the process of curing by salting and placing them in layers in the bottom of the vessel. If the master intends to remain on the coast until his fish are ready for market, they are commonly taken on shore as soon as caught, and there dressed, salted, and dried, before being conveyed to the vessel. If, on the contrary, it be his intention to dry them at home, as is now the common practice, the salter's duty is the last that is performed abroad. The English usually cure their fish on the coast. The buildings which are necessary for this purpose are easily constructed ; they consist of an oblong shed, and a rude wharf, called a *stage*. The site selected for the stage is a rocky inlet, where the water is deep, and the beach or

upland drying-place is capacious and convenient. The bait used is a small fish, called *capelin*. This small, but useful fish seldom remains on the fishing-ground for more than six weeks in a season ; a time which is long enough for securing a full supply, and which an experienced and energetic master does not often allow to pass away without one. The average produce of this fishery may be estimated at about ten quintals to every ton of the vessels employed in it, though the best masters are dissatisfied, when they fail to catch a fourth or fifth more.

The selection of a master is a point so important to owners, that a word upon his qualifications and duties will not be amiss. Besides all the responsibilities at sea, which devolve upon a master in the merchant service, he has cares and anxieties, which are unknown to that branch of maritime adventure. His passage being safely made, the master of the merchantman is relieved by the counsel and assistance of the owner or consignee. But it is not so with the master of the fishing vessel. During the period devoted to fishing, his labor is arduous in the extreme ; and come what will, in the desolate and distant regions which he visits, his own sagacity and prudence are his only reliance. If, as not unfrequently happens, he be so unfortunate as to have among his crew two or three refractory spirits, who poison the minds of all the rest ; if others, who boasted loudly in port how well and quickly they could use the *splitting-knife*, or how true and even-handed they were in distributing the salt, prove too ignorant to be trusted ; or if every man under his charge, without being either dogged or incapable, is still of so leaden a mould, as to remain immovable under promises of bounty or promotion ; these difficulties must be but new inducements to use extraordinary personal exertions, and to preserve his reputation at the expense of his health and strength. Even if there are none of these embarrassments to contend with, his ordinary employments require an iron frame and an unconquerable resolution.

A friend who has seldom failed to accomplish what he has undertaken, and whose life has been full of daring enterprises, has often assured us that, while on the Labrador shore, his duty and the fear of making a " broken " voyage kept him awake and at his post full twenty hours every day, throughout the time employed in taking the fish. " Once," said he, " I

was deceived by every man that I had on board of my vessel ; each shipped, as is usual, to perform a particular service, and each boasted of his accomplishments in catching, dressing down, or salting away ; but there was neither a good boatman, an adroit splitter, or a safe salter among them all. My situation was painful enough. I was interested in the loss or gains of the voyage, and was too poor and too young in command, to bear the consequences of returning without a full fare. And besides, I was never good at accounting for bad luck, and felt that it was far easier for me, even under these untoward circumstances, to fill my vessel, than to explain to every one who would question me at home the causes of failure. And the result of the matter was, that I got as many fish per ton and per man, as any vessel that I met on the coast." "Another season," says the same friend, "while in the West India trade, I was disappointed in obtaining a cargo, and was compelled to go to Labrador, or haul my schooner up. I was too restless to be idle, and resolved upon fishing. It was three weeks too late, and, on attempting to ship a crew, I found that no good men were to be had, and that I must take raw Irishmen, and a drunkard for a mate. The chances, as you may well suppose, were all against me, but I made the voyage, and obtained as many fish as my vessel could carry. But I always had pistols in my pockets, and enforced most of my orders with a threat or a handspike. I slept full dressed, and with arms in my berth. A battle with one or more was almost of daily occurrence, and I was in constant fear either of losing my own life, or of being compelled to take that of some one of my crew, to overawe the rest." These incidents occurred on voyages made from a port on the frontiers of Maine, and before the commencement of the Temperance reform ; and are, of course, to be regarded, not only as having been rare in former times, but as never happening now. But the master's duty, if he be an efficient man, is never an easy one. If he would provide against every contingency, and make sure of a cargo despite of every adverse event, he must not even allow himself the full repose which nature craves. It is upon his regularity and perseverance in procuring fresh bait, a service which must sometimes be performed at the hazard of his life, upon the frequency of his visits to his boats, which are often miles asunder, upon his readiness to use his own hands

to make up the laggard's deficiency, upon his economy and system in the use of time and outfits, upon the degree of energy and regularity which he infuses, and, finally, upon the care which he exercises in dressing and salting the object of his search, that the success or failure of the voyage mainly depends. Masters who are able and willing to sustain these varied and incessant calls upon their bodily vigor and mental activity are to be found, probably, in every fishing port. But it is very certain, that the number has sensibly diminished during the last twenty years, and that the transfer to other and more profitable and ambitious commands is still going on. The mercantile men of the commercial capital of the North, and the packet-ships of the commercial emporium of the Union, rank deservedly high. But were their counting-rooms and quarter-decks to yield up all, or even half, of those whose birth-places were on the Capes of Massachusetts, and whose earliest adventures were made in the fishing craft, they would lose many high and honored names. So, too, were either to cease recruiting from the same sources, the humble employment of which we are speaking would speedily become more prosperous and, in public estimation, more respectable.

The cod-fishery in the Bay of Fundy differs in many respects from that of Labrador. It commences earlier, and is pursued more irregularly, and to a later period of the season; while it yields larger and better fish, and, from the greater depth of water and rise of tide, requires much longer lines. This fishery is pursued principally by the people who live along the shores of the Bay, and by the fishermen of the eastern part of Maine. The vessels which are employed in it, though of greater variety, are neither so large nor so valuable, as those which are required for the more hazardous and distant fishing-grounds; and, unlike these, it allows of the use of sail-boats of the smallest size, as well as of those which can be propelled with safety and celerity by the oars of a single man. The vessels anchor upon the outer grounds as often, and for such times, as the weather permits; while the boats keep within the passages, and about the ledges, with which the Bay abounds. The time used for fishing is just before high-tide, and just before low-water, which states of the sea the fishermen call *slacks*. Most of the fishermen own or occupy small farms, situated

on or near the shores of the Bay ; so that fishing is an occasional, rather than a constant employment with them. For some of them, who live upon the mainland, however, and many whose homes are upon the islands, the sole reliance for support is the hook and line. Two hundred boats are sometimes in sight at Eastport, and when, by a turn of the tide or a change of the wind, the little fleet draw together and float past the town in line, the scene is not without interest, even to those who have witnessed it hundreds of times.

From the earliest, or, as they are called, the *spring fares* of the cod-fish obtained in the Bay of Fundy, are made a considerable part of the table or *dun*-fish, that are consumed in the New England States ; and, next to the Isles of Shoals fish, they are undoubtedly the best. Those caught in boats are seldom fit for *dunning*. They are commonly sold fresh, to the little fishing-stands or trading establishments set up by the more independent islanders. But owing to a variety of causes, the process of curing is so imperfectly performed, that none are so good as those caught in vessels, and many are wholly unfit for human food. The sprinkling of lime, however, over the defective parts, a practice which the fishermen deem entirely honest, will deceive the eye and quiet the nasal organ of the inexperienced or careless purchaser. These waters afford, also, a considerable part of the fish known among dealers as *pollock*, *hake*, and *haddock*. They are usually taken when fishing for the cod, and by the same means. The “ Quoddy-pollock ” is a great favorite everywhere in the interior, and is to be found in almost every farm-house of the north. The hake-fishery of this Bay is small ; nor is it of much consequence on any part of the American coast. The hake and the haddock are poor fish, and neither commands more than half the price of the cod. The hake, however, yields a larger quantity of oil, and is, therefore, held in estimation by those who catch it, and are not compelled to eat it. The haddock, when fresh, suits the taste of some, but, when dried, it is without reputation even in the hut of the negro, who is doomed to be its principal consumer. There is a tradition in Catholic countries, that the haddock was the fish out of whose mouth the Apostle took the tribute-money ; and that the two dark spots near its gills preserve to this day the impression of his thumb and finger.

We turn now to a brief consideration of the herring-fish-

ery. The herring in many varieties is taken in large quantities in the principal seas of Europe and America ; and some of the principal cities of the former owe their foundation, perhaps much of their present commerce and wealth, to the prosecution of this fishery. To persons who are familiar with the character and rank of the mass of herring-catchers of the present day, an account of the mania on this subject in England, two centuries ago, seems almost incredible. We have no space to go into details ; nor can we even relate incidents to show how vast were the projects, and how magnificently rich were the joint-stock associations, that were formed by noblemen and princes of the blood *to catch and cure herrings* ! But we may remark, that the “ operators ” in timber lands and corner lots of cities under water, of 1834, were more sensible, as well as more successful, than these speculators of former days. This branch of industry, as pursued in American waters, produces food of various qualities. The herring is cured both by salting and smoking, and by salting and pickling. When by the first method, it is packed in boxes ; when by the latter, in barrels. Nearly the whole amount of that well known luxury of the supper-table, the *scaled-herring*, is taken in the Bay of Fundy, and its tributary, the Passamaquoddy. The best are found and cured in the vicinity of Digby, Nova Scotia, but those of our own fishing-grounds treat the palate to a great delicacy. They were caught for many years by means principally of lighted torches, made of the outer bark of the white birch.

The practice was, for one or two men to place a light of this description in the bow of a small boat, and then to drift about the favorite resorts of the herring, on very dark nights, and to bail in, with a dip-net, all that were attracted to the surface of the water. The islanders have a story, that the discovery of the attracting properties of light was accidental. They relate that, many years ago, a fisherman who lived on Campo-bello,* and who chanced one night to be on the side of one of its little harbours, opposite to his own house, on remembering that he had no fire at home, took some chips and coals in a skillet to carry across ; that, during the passage, the chips took fire and blazed up ; and, on

* An island on the New Brunswick side of the Bay of Passamaquoddy.

his landing, he found that a large number of herrings had followed him to the shore ; and that this circumstance induced experiments, which resulted in abandoning the former practice of using "set-nets" and "wears." These nets and wears are, however, becoming favorites again; and, should the torch-lights be completely extinguished, of which there is certainly some fear, the inhabitants of the frontier towns of Maine will be deprived of one of their finest sights, and sojourners among them of one of their most attractive and peculiar scenes. To watch, from the headlands and beaches, the movements of the "herring-drivers," has been a pleasurable recreation there for years. We have seen a spacious harbour, and the coves and indentations in its neighbourhood, most beautifully lighted up, as with hundreds of lamps, and each light heaving and falling with the motion of the sea. Far in the offing, the torches, no larger to the eye than a candle's flame, would move and dance, approach and cross each other, and then vanish away; while nearer, and perhaps within a stone's throw of the position which we occupied, their red flare would reveal every act of the fisherman, as time after time, he drew in the fish which he had lured to destruction. On shipboard, too, when entering or leaving the Passamaquoddy, we have seen these lights in all directions, and they served to relieve loneliness and to excite interesting imaginings.

The herrings thus secured and intended for smoking are washed the morning after being caught, and the scales of all that are fat enough to shed them are forced off by friction, when they are salted away in casks. As soon as they are sufficiently "struck" with the salt, they are again washed, spitted, or strung upon small round sticks of three or four feet in length, and hung up in the smokehouse. In spitting, as well as in hanging them up, great care is necessary to prevent the fish from touching each other. They are placed, tier above tier, upon wooden fixtures supported by joists, until the house is full. The distance from the lower tier to the floor is commonly about seven feet. Fires of wood are now lighted, and the great art is to manage these fires in a proper manner, inasmuch as they must neither be too quick nor too slow, and, at times, they require to be extinguished. Wood just taken from the forest is the best, but old and water-soaked fuel is sometimes used, to the serious injury both of the color and the flavor of the fish. The time occupi-

ed in smoking them is not far from three weeks. To cure herrings well, good weather is quite as necessary as good fuel and carefully tended fires. After being sufficiently smoked, the fires are allowed to go out, and, as soon as the house has become cool, the fish are taken down, slipped from the sticks, sorted into three qualities, and packed in boxes. The houses in which the smoking is done are mere huts, without floors, and without other finish than rough board walls, and roofs of the same, battened with slabs. In some cases, however, a wiser use is made of money, and sufficient expense is incurred to erect durable buildings. The upper part and the roof are always intended to be tight, both to retain the smoke and to exclude the rain and damp. These houses are of various sizes, some being large enough to hold one thousand boxes of the fish when on the sticks, while others will contain no more than a fourth part of that quantity; the largest and best finished are the most economical. The business of smoking herrings is confined, mainly, to the region of which we are now speaking. The price in the markets to which they are usually sent is sometimes ruinously low, and the poor fishermen are often deprived of adequate recompense for their labor. The quantity exported from the eastern part of Maine often exceeds eighty thousand boxes in a year, while the average of ten years may be estimated at three-fourths of that quantity. Besides these, some thousands of barrels are annually pickled. The article known among dealers as the *gibbed-herring* is a good substitute for the second quality of mackerel.

The Magdalen herring-fishery, in which our citizens are allowed to participate by treaty stipulation, has been thought to be of considerable value, as a means of employing vessels too small for carrying freight, in the early part of the season. It has been prosecuted with various success. At times, our vessels have procured forty or fifty thousand barrels in a year, while, at other periods, few have engaged in it. At present, little or nothing is done in it, and we are among those who hope, that it will never again be regarded as worth pursuing. The Magdalen islands are seldom visited, except in spawning time, when the herrings are poor; and as but little pains are taken in curing them, they often prove unfit for food. We have seen whole cargoes, that would poison the air of a neighbourhood, and that were hardly good

enough to be carted away and spread upon the grass-fields. They are caught in large seines, which require fifteen or twenty, and sometimes forty men, to manage them ; and which are capable of enclosing and bringing to the shore from two hundred to one thousand barrels, at a haul. When taken from these seines, the common practice has been to put them into the hold of the vessels without washing, and without divesting them of the offal. Thus they are salted, as it is termed, *in bulk*, and thus they remain, until the vessel arrives in port, when they are taken out and packed, sweltering in all their impurity. Some masters and owners, to their credit, seem to have acquired some notions of decency, not to say of honesty, and have been at the labor and expense of curing them in a proper and wholesome manner. Should the fishery ever be prosecuted again to much extent, it is to be hoped that the erroneous and dishonest practices of the past will not be renewed, or that, if any one of them be revived, prompt punishment will be administered to the guilty master, and the far more guilty inspector. The herrings which are procured on the coast of Labrador are as unlike those of the Magdalens as possible, since they are fat and well flavored. It is to be regretted that so few of them are taken, inasmuch as a more abundant supply of so excellent an article of food would probably lead to the disuse of the inferior kinds of dried fish, and render poorer and badly cured herring entirely unsalable.

Returning once more to the fisheries of the Bay of Fundy, we conclude our notice of the herring with a remark or two as to the value of the privileges for the building of weirs. Until lately, such privileges have seldom been rented, or taken into account, in estimating the price of the estates to which they are appended. In proportion to the discontinuance of "driving" by torch-light, and the substitution of weirs and set-nets, they have become the objects of desire and litigation, and sources of income. The necessary beach for a weir, with sufficient upland for a smoke-house, commands, in some cases, a rent of two hundred, and even four hundred, dollars annually.

Before we proceed to speak of the manner of catching and saving mackerel, we must commend to the kindly regards of the reader a most singular being — the herring-fisher of this Bay. Few that see him are likely to forget

him. He is neither so moral, so intelligent, so willing to pay his debts, or so temperate or industrious, as he might be ; — still, he is an improved and improving man. Bred to the use of boats from his earliest youth, he displays astonishing skill in their management, and great boldness in his adventures. He will cross, in the stormiest weather, from island to island, and go from passage to passage, through frightful whirls of tides, which suddenly meet and part with a loud roar ;* and he will drive headlong, as it were, upon rocks and bars, merely to show how easily he can shun them, or how readily he can “go about.” He is neither a landsman nor a seaman, a soldier nor a marine, but you would think by his talk that he could appear to advantage in either of these characters. He is neither a merchant nor a mechanic, and yet he can buy and sell, mend and make, as expertly as either. In the healing art he is wise above all others ; and fancies that he possesses a sovereign specific for every ailment which all the world beside considers as incurable. He holds nautical instruments in high derision ; for the state of the moon, and the weather predictions of the almanac, the peculiar sound of the sea when it moans, and the particular size or shape of a “cat’s-paw” or “glin” in the sky, lead him to far surer results. He will undertake nothing upon a Friday, and can prove by a hundred incidents how infallible are the signs and omens which he believes in. He thinks to die in his bed ; true it is, that he has been over-set, that his boat has sunk under him, and that a vessel has run over him ; but he is still alive, and why should he suppose that he can be drowned ? His “fish stories” are without end. In politics, he goes for the largest liberty. He has never heard of easements or of prescriptions, but he occupies, at will, both beach and upland, without any claim to the rights of either ; and will browbeat the actual proprietor who has the temerity to remind him of their relative positions. Against speculators he wages perpetual war ; why should he not ? since it is they who put up the price of flat-hooped, fine, middlings flour, and put down the price of fish and oil !

* The ordinary rise and fall of the tide is twenty-two feet. The rapidity with which it rushes by the points of land, and through the narrow straits between the islands, creates dangerous cross-tides, eddies, and whirlpools.

And who shall do justice to his dress, and to his professional gear ? The garments which cover his upper and nether man he calls his *ile sute*. The queer-shaped thing worn upon his crown is a *sou-wester*, or, if the humor takes him, a *north-easter*. He wears neither mittens nor gloves, but has a substitute which he has named *nippers*. When he talks about *brush*, he means to speak of the matted and tangled mass which grows upon his head, or the long, red hair under his chin, which serves the purpose of a neck-cloth, or of that in front of his ears, which renders him impervious to a dun. His boots are *stampers*. Lest he should lose the movables about his person, he has them fastened to his pockets by *lannairds*. One of his knives is a *cut-throat*, and another is a *splitter*. His apron of leather or canvass is a *barvel*. The compartment into which he throws his fish as he catches them is a *kid*. The state of the moon favorable for "driving" he calls *darks*. The bent-up iron hoop which he uses to carry his burning torch is a *dragon*. The small net with an iron bow and wooden handle is a *dip-net*, because it is with that that he dips out of the water the fish which his light draws to the surface. His *set-net* is differently *hung*, and much larger ; it has leads on its lower edge, to sink it its width in the water, and corks upon its upper edge, at regular intervals, to buoy it up, and preserve it nearly in a perpendicular direction, so that the herrings may strike it, and become entangled in its meshes. Nor does his dialect end here. Chebacco-boats and small schooners are known to him as *pinkies*, *hogies*, and *jiggers*. He knows but little about the hours of the day or the night ; every thing with him is reckoned by the tide. Thus, if you ask him what time he was married, he will answer, "On the young flood last night" ; and he will tell you, that he saw a certain man this morning about "low-water slack" ; or, as the case may be, "just at half flood," "as the tide turned," or "at two hours to low-water." If he have fish to sell, and is questioned as to their size, he will reply that they are "two quintle" fish, by which he means that fifty will weigh one hundred and twelve pounds. If he speaks of the length of line required on the different fishing-grounds, he says that *two-shots* are used on the Banks and in the Bay of Fundy, and but *half a shot* at the Labrador ; by a *shot* he means thirty fathoms, or the length of an ordinary line. He is kind and hospitable

in his way ; and the visiter who is treated to *fresh-smother, duff*, and *jo-floggers*, * may regard himself as a decided favorite.

Though the man we have described is no countryman of ours, and was to be seen playing the soldier on the easterly side of the St. Croix, during the recent troubles on the Aroostook, we have bestowed considerable time upon him, because some of his qualities of character and forms of speech are common to most of the class to which he belongs ; and because his nets, knives, and other gear are in general use. In days gone by, both he and many of our own fishermen were lovers of strong drink. In a petition to Congress sent from Marblehead, in 1790, which contains a number of calculations as to the losses and gains of the fishing business at that period, and which claims relief from the onerous duties imposed upon the articles used in constructing and fitting out fishing vessels, it is stated, that the impost paid to the Government, on the quantity of molasses necessary for a vessel of sixty-five tons and eleven men, was only ninety-nine cents, while that on rum for the same, was just fourteen dollars ! This was a melancholy state of things, it must be confessed ; but worse occurred before a better, inasmuch as, some twenty-five years later, masters, whose own sobriety was above suspicion, and whose notions of economy were rigid, would often require for a voyage to Labrador eight, and even ten, gallons of rum for every man on board. Masters who now contend that one tenth of this quantity, or indeed that any quantity, is necessary for drink on a similar voyage, are seldom found or employed.

It is frequently said, that the mackerel-fishery is of very recent origin, or that, at least, vessels were not employed in it until about the close of the last, or the beginning of the present century. Both suppositions are entirely erroneous. We have refrained from tracing the slightest historical sketch of the cod and herring fisheries, and must continue to observe the same rule. But, did it comport with our present purpose, we could present facts and statistics, so numerous and so well authenticated, as to leave no possible doubt on the minds of any, that this fishery was commenced more than two centuries ago ; that, in fact, it is as old as any other ;

* Pot-pie of sea-birds, pudding, and pancakes.

that it employed even a hundred vessels yearly, prior to the Revolution ; and that the exports of mackerel reached the value of £50,000 currency, in a year.

This fish is one of the most beautiful that the sea affords. Its habits are continually changing, and, with them, the modes of catching it. Fifty years after the settlement of Plymouth, the practice prevailed of taking it in seines by moonlight ; * and seines are still used to great advantage and extent in some parts of Nova Scotia. The fishermen of New England, at the present time, use the hook principally, though there are indications that some other means must be resorted to, or the business be abandoned. When first seen upon the coast in the spring, the fish is thin and poor, and voyages in quest of it hardly pay their expenses, even when full fares are obtained. The course of our fishermen in pursuit of the mackerel is commonly as follows. They seek for, and generally find it, in the vicinity of the Capes of the Delaware, about the month of May ; and, following it north and east, as the season advances, they “ make fares ” in the Bay of Fundy, in July and August, in the Bay of Chaleurs, in September, and sometimes in the latter Bay and the Gulf of St. Lawrence, in the month of October. More frequently, however, they are following it on its return west and south, before the equinoctial gale. They seldom pursue it further in autumn than the capes of Massachusetts, or the shoals of Nantucket. At times, great quantities are taken along the coast, in small boats ; and landsmen, women, and children leave their accustomed employments, and, by the use of pans, baskets, trays, pitchforks, and the like, show how true it is, that “ necessity is the mother of invention.”

The master of the mackerel vessel, after reaching some well known resort of the fish, furls all his sails except the main-sail, brings his vessel's bows to the wind, ranges his crew at proper intervals along one of her sides, and, without a mackerel in sight, attempts to raise a *school* or *shoal*, by throwing over bait. If he succeeds to his wishes, a scene ensues which can hardly be described, but which it were

* This was at Cape Cod. In 1670, the government of Plymouth Colony granted the profits of the cod, mackerel, bass, and herring fisheries there for a free school. This school was established, and is said to have been the first *ordained by law* in New-England. See Thacher's *History of Plymouth*, p. 302, and *Coll. Mass. Hist. Soc.*, Vol. IV. 2d Series, p. 79.

worth a trip to the fishing-ground to witness. We have heard more than one fisherman say, that he had caught sixty mackerel in a minute ; and when he was told, that, at that rate, he had taken thirty-six hundred in an hour, and that, with another person as expert, he would catch a whole fare in a single day, he would reject the figures, as proving nothing beyond a wish to undervalue his skill. Certain it is, that some active young men will haul in and jerk off a fish, and throw out the line for another, with a single motion ; and repeat the act, in so rapid succession, that their arms seem continually on the swing. To be *high-line* * is an object of earnest desire among the ambitious ; and the muscular ease, the precision and adroitness of movement, which such men exhibit in the strife, are admirable. While the *school* remains alongside, and will take the hook, the excitement of the men, and the rushing noise of the fish in their beautiful and manifold evolutions in the water, arrest the attention of the most careless observer. Oftentimes the fishing ceases in a moment, and as if put an end to by magic ; the fish, according to the fishermen's conceit, panic-stricken by the dreadful havoc among them, suddenly disappear from sight.

Eight, ten, and even twelve thousand have been caught, and must now be "dressed down." This process covers the persons of the crew, the deck, the tubs, and every thing near, with blood and garbage ; and, as it is often performed in darkness and weariness, and under the reaction of overtaken nerves, the novice, and the gentleman or amateur fisher, who hitherto had seen and participated in nothing but keen sport, become disgusted. They ought to remember, that in the recreations of manhood, as in those of youth, the toil of hauling the hand-sled up hill is, generally, in proportion to the steepness and slipperiness which give the pleasurable velocity down.

The approach of night, or the disappearance of the mackerel, closing all labor with the hook and line, the fish, as they are dressed, are thrown into casks of water, to rid them of blood. The deck is then cleared and washed ; the mainsail is hauled down, and the fore-sail is hoisted in its stead ; a lantern is placed in the rigging ; a watch is set to salt the

* To catch the greatest number of fish.

fish and keep a lookout for the night ; and the master and the remainder of his crew, at a late hour, seek repose. The earliest gleams of light find the anxious master awake, hurrying forward preparations for the morning's meal, and making other arrangements for a renewal of the previous day's work. But the means, which were so successful then, fail now, and perhaps for days to come ; for the capricious creatures will not take the hook, nor can all the art of the most sagacious and experienced induce them to bite. Repeating, however, the operations which we have described, from time to time, and until a load has been obtained, or until the master becomes discouraged, or his provisions are consumed, the vessel returns to port, and hauls in at the inspector's wharf, where the fish, many or few, are landed, sorted into three qualities, weighed, re-packed, re-salted, and re-pickled. In two or three days, she is refitted and on her way to the fishing-ground. Meanwhile, the owner, and all others who inquire, " what luck," learn from some wise " old salt " (and there is always a Sir Oracle) how much knowledge the mackerel have acquired since the previous season. Having been thus employed until the cold weather approaches, or the fish leave the coast, the smaller vessels haul up, and their *skippers* pass the winter in cracking nuts, relating stories, and accounting for bad voyages, or boasting of good ones ; while the larger vessels go south, and engage in freighting.

The superiority of sound, strong, and well furnished vessels over those of opposite qualities may seem too apparent to require a word of notice. Many poor ones are nevertheless employed, and so are poor masters ; but the misplaced economy of trusting to either is becoming so perceptible, that their number is rapidly diminishing. Yet we may be pardoned for relating a single fact, illustrative of the folly of retaining in use a solitary vessel that ought to be, or one master that seeks to be, in a harbour, during any of the gales which occur on our coast just before the equinox. Some four years ago, between Mount Desert and Cape Sable, there were, one day, three hundred vessels in sight of each other ; and, as was judged, they were mostly mackerel-catchers, meeting with more than the average success. The moderate breeze of the morning freshened towards noon, and, as night approached, there were strong indications of a storm. A movement was soon perceptible throughout the

fleet, and it finally scattered and sailed away. The stanch vessels, which were controlled by stout hearts, sought an offing ; but the rest, the shelter of the nearest haven. Two thousand men, probably, were thus interrupted in their employment ; — but mark the issue ; the vessels that kept their positions, under their storm-trimmed foresails, escaped unharmed, and resumed their business early the next day ; while the refugees were seen no more for four days, two of which were excellent for fishing, and during that time many vessels caught from a quarter to a third part of a full fare.

The bait, which, we have said, is thrown overboard to attract the fish to the surface, is usually composed of small mackerel, or salted herrings, cut in small pieces. As economy and success alike require a careful use of it, the master seldom allows other hands than his own to dispose of it. It was formerly the duty of the man who kept the watch on deck, in the night, to cut the bait on a block. But the *bait-mill* has taken place of this noisy and tedious process. Nothing, certainly, in the time of any fisherman now living, has occasioned so much joy as its introduction. This labor-saving, sleep-promoting machine, as constructed at first, was extremely simple. It was a box, which was made to stand on end, and had a crank projecting through its side ; while internally, it had a wooden roller, armed with small knives, in rows, so arranged that, when the roller was turned, the fish to be ground or cut up should undergo the operation by coming between these rows of knives and others which were arranged along a board that sloped towards the bottom.

As already remarked, the mackerel fishery is as old as any other, and was commenced in Massachusetts. This State not only took the lead, but retains it. The business has been extensive and successful ; at present, it is diminishing.* In 1832, the returns show, that upwards of 383,000 barrels were inspected in Massachusetts alone, while those of 1842 exhibit the inspection of only 76,000 barrels, which is 20,000 more than in 1841 ; and the statistics of the fishery of Maine present results and comparisons even more unfa-

* In 1804, the inspection in Massachusetts was only 8,079½ barrels ; in 1807, it was 10,904½ barrels ; in 1811, 19,632 barrels ; while in 1813, it was only 3,832½ barrels, and in 1814, but 1,349 barrels. It had risen, in 1816, to 30,021 barrels ; in 1818, to 47,210 ; in 1819, to 105,433, and in 1830, to 308,462 barrels.

vorable. There is certainly no lack of skill and perseverance on the part of those who are now so inadequately rewarded for their capital and labor. Whether the numerous and increasing "broken voyages" are to be attributed to a decrease of fish, or to a change of its habits and places of resort, we shall not undertake to determine. The opinions of many practical men are mere whims and fancies; and, though amusing enough, are not worthy of record.

It will be remembered, that in enumerating the principal fishing-grounds, it was stated, that the most valuable of them are situated beyond the limits of the United States. In concluding this part of our subject, we must be permitted to dwell for a moment upon this fact, and to deduce from it an argument in favor of the policy of maintaining protective duties. From the magnitude of our fisheries, in the periods of their prosperity, it may be thought that they can hardly be increased; and that treaty rights are quite as valuable as ownership of, and proximity to, the scenes of labor.* The error of such a conclusion may, we conceive, be placed beyond dispute. Aside from the fishery at desolate Labrador, or that of stormy Newfoundland, the seas which wash the shores of New Brunswick and Nova Scotia teem with cod, mackerel, and herring. Thus the British colonists may take them in any desirable quantities, at their very doors, and without the expense of large vessels, or extensive outfits; while the pursuit of these fish, at their more distant haunts, is attended with less cost than from the ports of Massachusetts and Maine; for the reason that the timber, labor, iron, cordage, and canvass, necessary for the construction and equipment of vessels, and the salt, hooks, and lines for their outfits, are much cheaper. These advantages will be acknowledged at once, and, unless the observation of many years has led us astray, they are too great to allow of an entire repeal, or even a reduced scale, of impost. We know something of the energy and skill of our fishermen, and appreciate them highly; but we feel quite certain, that, under a system of uni-

* The quantity of smoked and dried fish caught and cured in the United States, in 1840, was 773,947 quintals, and of pickled, 472,359½ barrels. The quantity in Massachusetts, was 389,715 quintals of smoked and dried, and 124,755 barrels of pickled. In Maine, it was 279,156 quintals of smoked and dried, and 54,071 barrels of pickled; and in New Hampshire, 28,257 quintals of smoked and dried, and 1,714½ barrels of pickled.

form, *ad valorem*, or a sensible reduction of specific duties, their colonial competitors would take from them the supply of our own markets, as they already have taken away the principal markets of Catholic Europe.

Severely as a change of policy with regard to foreign productions of the sea would be felt by all the branches of industry under notice, the mackerel fishery would, probably, suffer first and most. During certain months of the year, as we have already said, our vessels seek the mackerel in the waters of Nova Scotia and other British possessions ; but, as our treaty with Great Britain requires them to keep the open sea, the fishery in the narrow straits, by the means of nets and seines, is in colonial hands exclusively. The quantities of fish which are sometimes taken in nets and seines are immense. It is not long since forty thousand* barrels were caught in three harbours of Nova Scotia, in a single season. To secure two, four, six, and even eight hundred barrels at a time, it was only necessary to set a seine, to tend it, and, at the proper time, to draw it to the shore. Competition without protection, when such rewards as these await adventures which involve no outlay whether for vessels, outfits, or wages, but which are attended with results that richly pay for a heavy expenditure for them all, would be, we think, impossible. We must leave the topic with the additional remark, that the lot of our fishermen is hard enough, at best ; and that the battles which they have fought, and which, in the course of events, they may be called to fight, ought to prevent its being made worse.

We might well conclude our labors here ; but the growing disinclination in some quarters to foster this branch of industry must be our excuse, for continuing them a little longer. Mark Antony, who was a keen fisher, was told by Cleopatra to “leave fishing to us petty princes of Pharos and Canopus” ; leave it, is the sentiment yet, to “the ignorant, the

* This quantity is more than one tenth of the whole quantity obtained by all the vessels of Massachusetts, in the most prosperous year ; and may seem too large. But the statement is made on the best authority. It might have been added in the text, that these three harbours can all be entered in sailing a distance of twelve miles ; and that the owner of an estate where seines are in use has received, in one year, one thousand two hundred barrels of mackerel for the rent of the waters and privileges belonging thereto.

superstitious, and the improvident." If ignorance be necessarily despicable, then those called to be "fishers of men" were proper objects of contempt. If superstition be pitiful, then it was not Bacon's real or supposed vices, but his faith in astrology, and his connexion with a fishing colony at Newfoundland, which made him, in the poet's mind, the "meanest of mankind." The world rings with the enormities of the Salem Delusion ; it should wonder, rather, that witchcraft in America was so nearly confined to the fishing county of Essex, at a period when all England was peopled with witches and goblins, and when the venerable and devout Sir Matthew Hale doomed two women to be hanged for vexing with fits the child of a herring merchant. If to misspend the mere pittance of one's own earnings be monstrous improvidence, — what shall be said of sporting patrimonies, and of wasting whole estates ? The thirty pieces of silver bought their man, — but not among those who had cast their nets in the sea of Galilee. The battle of Worcester was lost to the second Charles, and he fled for his life ; and who were more true to him, in his hour of need, than the fishermen ? Strange it was, that one of them, whose little bark he had made prize of in the time of his father, should have borne him from the shores of England. "By the grace of God," said the true-hearted man, "I will venture my life and all for him, and set him safe on shore, if I can, in France." So, too, the battle of Culloden sealed the fate of Prince Charles Edward, the "Pretender" ; and he also fled. Thirty thousand pounds was the price which tempted men to betray him ; but he sought the huts and the boats of the "ignorant, the superstitious, and the improvident" class, that had been true to his dynasty ; and he was safe. When Gifford, the critic, — whose unsparing severity will not soon be forgotten or forgiven, — was forlorn and in rags, and in his misery had ceased to hope, almost to wish, for a change, the pity of the fishermen's wives of Brischam, and their continual rehearsal of the story of his sufferings to others, caused his removal from a coasting vessel to a school.

The Emperor Charles the Fifth visited the grave, and erected a monument to the memory, of Beukels, who invented the process of preserving the fish of Holland in pickle ; but the sneer, that "Dutchmen's bodies are built of pickled herrings," was not withheld. Massaniello, the young

fisherman of Naples, who led his countrymen in their revolt against Spanish rule, and rose to supreme power more rapidly than mortal ever had done before him, was at last shot down without trial, like a dog ; but would the nobles have thrown money to the rabble that dragged the mangled body through the ditches of the city, had one of their “own order” come to so dreadful an end in the attempt to redress personal wrongs as great as his, and public miseries inflicted by foreign hands ? The benevolent heart of Roscoe assisted and protected the poor Welch fisher-boy, whose astonishing attainments in the darkest recesses of ancient learning were a kingdom’s wonder ; but could the literary world endure calmly to hear one “as ragged as a colt” say, of Dr. Parr, that he was “less ignorant than most men” ?

And to look into our own history, — was no disquiet entertained, when Phips attained to the chief magistracy, under William and Mary’s new charter to Massachusetts ? Why, even the Indians of Maine, says a historian, were “amazed” at the elevation to such dignity, of one with whom they “had hunted and fished for many a weary day.” When the son of an Isles of Shoals fisherman was offered the command of the expedition to be sent against Louisbourg, Whitefield talked to him of the “envy” of men, and of their “endeavours to eclipse his glory,” and he spoke truly. The service on which Pepperell embarked resulted in giving peace to Europe,* and in earning for himself the rank of a Baronet of Great Britain ; an honor not conferred on any other native of New England during her colonial vassalage. Yet a noble peer stood up in Parliament to express his derision of such a reward bestowed on such a man, and to endeavour to show, that the honor of the achievement actually belonged to a British admiral. A fisherman of Maine captured more guns during our Revolutionary war than any other naval com-

* The expression is not too strong. The conquest of Louisbourg, said Lord Chesterfield, “was certainly of great importance, and in the end procured peace,” &c. “The Colony of New England,” says the Universal History, “gave peace to Europe, by raising, arming, and transporting four thousand men, who took Louisbourg, which proved an equivalent, at the peace of Aix-la-Chapelle, for all the successes of the French upon the Continent of Europe.” The speech of Mr. Hartley in Parliament contains sentiments of the same import.

mander in the service ; but how many know so much of him as his name ? *

The romance which once belonged to our subject is among the things that have passed away. The fisheries had their day in turning men's brains, and in creating excitements and speculations. The time was, when whole communities seemed to think that no way to wealth was so sure and so rapid as that which this branch of industry afforded, and when, accordingly, men of the highest rank, and of the most shining talents, set their hopes and fortunes upon the cast of a fishing-line. And in sober truth, is it not strange, that an avocation which founded Venice, and the cities of Amsterdam and Rotterdam, from which sprung up the commerce of Holland and Denmark, and which gave an immense increase to that of England, which required the first quay and the first dock to be built in London, and which loaded the first ship that was built in Boston,† should have fallen so low in public estimation ? Who shall state its true influence, during all the periods of British and French colonization in America ? The first century of our history is often regarded as a mere blank. But the labors and sufferings of those who, throughout that time, constantly visited our seas in search of fish, ought not thus to be disposed of. They were the pioneers of civilization. By their severe toils, they taught other adventurers to the New World to rest their hopes of success on regular industry. The intercourse which they maintained between the two hemispheres kept alive desires which, otherwise, might have become extinct. They persevered, when all others were discouraged. The annual arrival on the coast of from one hundred to three and even four hundred vessels‡ could not have failed to be the germ of some important events. Hence, we

* Samuel Tucker. He took John Adams to Europe in 1779. On the passage he fell in with an enemy. It was agreed to fight her, and that Mr. Adams should retire below, to a place of safety. But Tucker soon observed him with a gun fighting as a common marine, and in tones of authority ordered him to leave the deck. Mr. Adams, however, continued at his post, when, at last, Tucker seized and forced him away, exclaiming, as he did so, "I am commanded by the Continental Congress to carry you in safety to Europe, and I will do it."

† The ship *Trial*. In 1643, she took a load of fish to Bilbao.

‡ The Newfoundland fishery was commenced in the year 1504, by vessels from Biscay, Bretagne, and Normandy, in France. Its increase was rapid.

find, that to her fishermen France was directly indebted for the immense domains which she acquired, and which were finally wrested from her by her great rival. Hence, too, the first law relating to American affairs, which is to be found on that rival's statute-book,* was designed to put an end to exactions upon those who frequented our fishing-grounds. The first of the countless charters which passed the great seal of England, for planting the Protestant faith on our shores, ruined the fortunes and caused the death of the noble Gilbert, to whom it was given.† Though he did little more under it than to mark out fishermen's lots and drying-places, still, this act, and the prior discovery of Cabot, form the title of the British crown to Newfoundland, and to the inexhaustible treasures of the seas which surround it.

The failure of several subsequent attempts to effect permanent settlements at Newfoundland undoubtedly hastened the colonization of more genial regions. Thus, if Mason had succeeded or stayed there, he would not have acquired New Hampshire, or have sent out "fish-mongers" to pursue their calling and erect salt-works at the mouth of the Piscataqua. Nor, if Calvert Lord Baltimore's plantation of "Avalon" had been less unfortunate, would he have aban-

In 1517, it employed as many as 50 vessels of different nations of Europe, and in 1577 the number was 350. The next year, Bancroft says, that "four hundred vessels came annually from the harbours of Portugal and Spain, of France and England." In the year 1593, Sir Walter Raleigh declared that this fishery was the stay of the west counties of England. In 1603, there were engaged in it 200 vessels, and, including the *shoresmen* or curers, 10,000 men. The fishermen then, as now, expended in the winter what they earned in the summer. Whitbourn came to Newfoundland from England, in 1615, commissioned to empanel juries and try offences. He held a court, and the masters of 170 vessels rendered complaints. The irregularities on the coast were very great.

* Act of Parliament of 1548. It prohibited the exaction of money, fish, or other rewards, from the Newfoundland fishermen. The practice had been, it seems, for "certain officers of the Admiraltie" to exact "summes of money, doles or shares of fish, and such other like things," of persons engaged in this business.

† Charter to Sir Humphrey Gilbert, 1578. Five years after, Sir Humphrey came to Newfoundland to found a colony there. He found 36 vessels of various nations in the harbour of St. John's, and was refused entrance; but they finally submitted. His commission was read, and "a turf and a twig" were delivered to him, in token of possession. He brought out "toyes, as morris-dancers, hobby-horses," &c., "to delight the savage people." On his passage to England, his little vessel, of only *ten* tons, foundered, and all on board perished.

doned it, to become the founder of Maryland.* And besides, the name and opinion of Smith were all-powerful, and his strong and often repeated declarations, that the waters of New England were richer than those of Newfoundland, and that its soil and climate were better adapted to husbandry, must have had a controlling influence upon all whose thoughts were turned toward America.

Did this influence reach the Pilgrims ? “ What sought *they* thus afar ? ” The sweet poetess herself has answered, not “ the wealth of seas,” but “ a faith’s pure shrine.” She has expressed the sentiments of all. But is it so certain, that they “ sought ” not both ? We have no space to argue a question which involves so many inquiries, but we cannot forbear to state, in a few words, some of the principal incidents which attended their coming to their “ wilderness home.” They fled from England to Holland, where they resided about ten years, at a period, be it remarked, when the Dutch fisheries were at a high point of prosperity, and when the fishing mania was rife throughout maritime Europe.† They became discontented, and desired, from a variety of causes, to change their abode. Many places to which to remove were named ; and the advantages and disadvantages of each were amply discussed. Smith, who figures so prominently in the early annals of Virginia and New England, had

* It was Mason who induced Sir William Alexander to undertake the settlement of Nova Scotia ; and it may be added, that Sir Ferdinando Gorges, the proprietor or “ Lord Palatine ” of Maine, was also an associate of Mason’s

Calvert expended £ 25,000 on his “ province of Avalon,” and visited it twice in person. After he had abandoned it, he desired to settle in Virginia, but his religion was disliked there, and he turned his attention to the country northward of the Potomac.

† It is said, by writers of authority, that in 1560 the Dutch employed 1000 vessels in their herring-fishery ; that the number in 1610 was 1500, and that, in 1620, it was 2000. These estimates are extravagant enough, surely. What shall be thought of Sir Walter Raleigh, who set the value of this fishery annually at £10,000,000, or of De Witt, who said that every fifth person earned his subsistence by it ? Yet such statements were believed at the time, and their truth is contended for now. But this was not the only fishing excitement of that age. In 1612, the Dutch sent whale-ships to the Greenland seas, but the British considered them interlopers and compelled them to retire. The year after, French, Dutch, and Spanish ships at Spitzbergen were forbidden to fish, by the same “ lords of the seas.” British whalers at this time were armed (as is stated). In 1613, the British Russia Company received a monopoly of the whale-fishery, and, the year following, a company in Holland obtained the same exclusive right. In 1618, the controversy on this subject between the Dutch and British terminated in a general war.

just returned from a voyage of fishing and exploration to the latter, and his glowing account of it had just been published.* In the six years which intervened between Smith's voyage and their quitting Holland, a number of English ships had fished on the coast of New England; and the island of Monhegan, in Maine, had become a noted place for the resort of such vessels. These facts lead us to the conclusion, that, in fixing upon the *place* to which to emigrate, *some* reference, at least, was had to "the wealth of the seas." Nor are these all or even the strongest proofs, which tend to the same point. As soon as the decision of the little flock was finally made, some were dissatisfied, and withdrew. The remainder entered into an agreement with merchants in England for advances, for a division of the fruits of their industry at a future time between these merchants and themselves, and for other matters. This agreement expressly provides for prosecuting the fisheries, and the *Speedwell* — that crazy, leaky bark — was bought for the purpose. And besides, when King James's consent to the proposed enterprise was solicited, the monarch asked, "What profit might arise?" He was answered in a single word, "Fishing." Whereupon, James replied, "So God have my soul, 't is an honest trade; 't was the Apostles' own calling." Can any thing be more conclusive?

Arrived now, though north of their original destination, in a country which they had sacrificed so much to reach, what did they do? The records of their sojourn at Cape Cod show that they were not only anxious to settle on the coast, but on such particular parts of it as would afford them the surest rewards for searching the seas. Nothing is more certain than this; but we cannot go into the proofs. Their good pastor, Robinson, who was the soul of the undertaking, never joined them; but his sons did, and, as one of them settled at Cape Ann, and another at Scituate, we may conclude that they also designed to follow the "honest trade" of fishing.

* "A Description of New England; or the Observations and Discoveries of Captain John Smith (Admirall of that Country) in the North of America, in the year of our Lord 1614; with the Successe of sixe Ships that went the next Yeare, 1615: and the Accidents befell him among the French Men of Ware. With the prooffe of the present benefit this countrey affoordes, whither this present yeare, 1616, eight voluntary ships are gone to make further tryall." Published, London, 1616; republished, *Mass. Hist. Coll.*, vol. 6th, 3d series.

So steadily and successfully was this business pursued, that only fifty years * elapsed from the landing at Plymouth, before an English writer, of high authority in matters of trade, expressed his apprehension as to the events likely to result, in the following remarkable words ; “ New England,” said he, “ is the most prejudicial plantation to this kingdom.” And why ? Because, “ of all the American plantations, his Majesty has none so apt for building of shipping as New England, nor any comparably so qualified for the breeding of seamen, not only by reason of the natural industry of that people, *but principally by reason of their cod and mackerel fisheries* ; and, in my poor opinion, there is nothing more prejudicial, and in prospect more dangerous, to any mother kingdom, than the increase of shipping in her colonies, plantations, or provinces.” Sir Josiah Child, though alarmed too much, probably, at what then was, still saw with a prophet’s eye what was to be.

The subject thus briefly and imperfectly noticed may be resumed on a future occasion. It is full of interesting incidents. The fisheries, before the development of other resources, were of the first moment. Through all the changes and chances of our colonial submission, through all the wars and territorial and maritime disputes between France and England, touching their respective possessions in America, through the Revolution and the negotiations for peace, they occupy a most conspicuous place in our annals ; and were often the hinge on which turned events of vast consequence. The people of New England shed their blood for them at Port Royal, Canseau, Louisbourg, and Quebec ; and it was in putting down French pretensions, that they acquired the skill and experience necessary for the successful assertion of their own.†

* The Discourse on Trade was actually written five years earlier, but was not published until 1670.

† Though the general truth of the statement in the text will not be disputed, it may be that some are not aware how many of the distinguished men of the Revolutionary era were engaged in the two wars with France, which preceded it. The mention of a few of them, therefore, may not be amiss. From those who were at the taking of Louisbourg, we select the following : Mathew Thornton, who signed the Declaration of Independence ; Gamahel Bradford, who commanded a regiment in the war of the Revolution, and who was a descendant of the Pilgrim Governor, and the father of Alden Bradford, the respected historian of Massachusetts ; General Richard Gridley, who laid out the works on Breed’s Hill on the night of the 16th of

In parting with the reader, we feel our case to be so like that of "Captain John Smith, Admirall," that we cannot

June, and who was appointed, by Washington, chief of the engineer department of the army; Colonel Joshua Wingate, the grandfather of Paine Wingate, a senator in Congress, and judge of the Supreme Court of New Hampshire; Samuel Blodget, judge, and projector of the canal around Amoskeag Falls; Stephen Williams, minister of Springfield.

Engaged in one or both of these wars we find the following: Oliver Wolcott, who signed the Declaration of Independence, and was Governor of Connecticut; Col. William Prescott, who commanded on Breed's Hill, on the memorable 17th of June; General Charles Lee; General Richard Montgomery; General Horatio Gates; General Arthur St. Clair; General James Clinton, the father of De Witt Clinton; General Hugh Mercer, who fell in the battle near Princeton, and was followed to the grave by thirty thousand of his countrymen, and who was esteemed by some as second only to Washington; General John Stark, the victor at Bennington; General Daniel Morgan, the hero of the Cowpens; General John Gibson, who heard Logan's celebrated speech, and acted as his interpreter, and who was secretary of Indiana, while the late President Harrison was its Governor; General William Darke, who was with Washington and Braddock, and served throughout the war of the Revolution; General John Bull; General Joseph Spencer; General Israel Putnam, and General Rufus Putnam, "the father of the Western country"; General John Thomas, who commanded in Canada, after the death of Montgomery; Zebulon Butler, the second in command at Wyoming, "when that beautiful vale was desolated by the ferocious John Butler"; Patrick Calhoun, the father of the distinguished statesman of South Carolina; Colonel Samuel Campbell, whose services in 1776 were valuable and much commended; Francis Lewis, who signed the Declaration of Independence; Eliphalet Dyer, who was chief justice of Connecticut, a member of the Congress of 1765, and of that of 1774; William Williams, and Philip Livingston, whose names are affixed to the Declaration of Independence.

Of gentlemen eminent in the healing art, we may notice the names of James Craik, who assisted in dressing the wounds of the ill-fated Braddock, who was director-general of the American Hospital at the surrender of Cornwallis, and whom Washington designated as "my compatriot in arms, my old and intimate friend"; John Jones, who was employed professionally by Washington and Franklin; John Morgan, who was director-general, and physician-in-chief of the army of the Revolution, and one of the founders of the medical school at Philadelphia, which conferred the first medical honors in America; Hinde, the physician of General Wolfe, who was with him when he fell, and accompanied Patrick Henry in his march against Lord Dunmore; John Cuming, who has left memorials of his liberality in bequests for the poor, for schools, for a library at Concord, Massachusetts, and towards the support of a medical professor at Harvard College.

Of those who also bore a part in the siege of Louisbourg, but who died on the eve of the struggle for freedom, we select two; Roger Wolcott, who bore the commission of major-general in that brilliant affair, and who was governor of Connecticut; and whose son Oliver (as already remarked) was a signer of the Declaration of Independence; whose son Erastus was a judge of the Superior Court of that State, and a brigadier-general in the Revolution; and whose grandson, Oliver, was a Secretary of the Treasury of the United States; and Joseph Dwight, who was a brigadier-general, commanded the Massachusetts artillery, was distinguished for his exertions, and commended by Peppercell, the chief of the expedition.

help quoting his words : “But because,” said he, “I speak so much of fishing, if any take me for such a devout fisher, as I dream of naught else, they mistake me. I know a ring of gold from a grain of barley, as well as a goldsmith ; and nothing is there to be had which fishing doth hinder, but further us to obtain.”

ART. III. — *Incidents of Travel in Yucatan.* By JOHN L. STEVENS, Author of “Incidents of Travel in Central America, Chiapas, and Yucatan,” &c. Illustrated by 120 Engravings. New York : Harper & Brothers. 1843. 2 vols. 8vo.

It is the fashion of some critics to lecture very severely those travellers who write books for the public, and do not deem it necessary to cram their pages with solemn philosophical disquisitions. The writer is censured for the “want of deductive reflection, or that principle which enables the profound mind to trace events from their causes, and so to present a clear method of philosophy.” We have quoted this passage, *verbatim*, from one of the newspaper notices of the entertaining volumes, with which Mr. Stephens has lately favored his countrymen, and all other lovers of pleasant reading. The same kind of criticism, with occasional changes of phraseology, was uttered and echoed, it may be remembered, from a countless number of daily and weekly journals, in reference to the light, lively, skip-and-jump “American Notes” of Charles Dickens. “A clear method of philosophy” ! What under the sun has Dickens or Stephens to do with philosophy, or profundity, or “deductive reflection,” or any other part or parcel of the learned lumber with which erudite persons, in velvet caps and morning gowns, bemuddle their own brains and set those of their readers to aching ? People do not go wandering over the world in search of philosophy, unless it be of that practical kind which comes into play amid weariness, discomfort, and danger, in the rude hut of a wild Indian, or the tent of a lawless Arab, where a cup of sour milk is a luxury, and a bundle of straw to lie upon is a thing for which to give thanks. Such pon-